Linear Sidewalks on State Highways

For this program, a "retrofit sidewalk" means a sidewalk that is constructed along a State route (Maryland & U.S. routes other than expressways). The reconstruction or replacement of sidewalks, for the purpose of repair or maintenance, is covered under this program only if it is an essential part of a revitalization effort in an officially designated revitalization area.

Only retrofit sidewalk projects along State highways are eligible for funding. Amenities beyond the scope of a basic sidewalk may be eligible for consideration for transportation enhancement funding if the location is in an historic district or a revitalization area. In accordance with State law, the cost for retrofit sidewalks shall be shared equally between the State Highway Administration and the local government. Within designated revitalization areas, a local jurisdiction may request reimbursement for up to 100% of the cost to construct sidewalks.

Guidelines used in selecting retrofit sidewalk projects (locally driven program):

1) Location – Sidewalks must be along state highway routes.

2) Safety – The project should demonstrate safety benefits to pedestrians. It should reduce the existing or potential pedestrian/vehicle conflicts by providing a separation from vehicular traffic. It should also provide or improve mobility for the general and disabled population.

3) Designated Revitalization Areas – Priority should be given to projects that demonstrate that the addition of sidewalks will benefit revitalization by providing access to business, commercial and/or recreational areas that does not currently exist. Highest priority should be given to projects in designated revitalization areas.

4) Local Pedestrian Policy and Commitment – The local jurisdiction should show evidence that they are in support of pedestrian facilities. Sidewalks should be included in the local jurisdiction's Master Plan.

5) Continuity and Integration – It should be evident that the inclusion of the pedestrian facilities will provide a connection to an existing or proposed pedestrian network, e.g. the sidewalk will help to provide a critical link.

6) Pedestrian Traffic – It should be evident that there is either existing or projected pedestrian traffic. The support for pedestrian facilities can either be denoted by actual pedestrian counts or by evidence of well worn paths. The projected use can be based on experience with other similar facilities in similar land use settings.

7) Community Support – The project should have the support of the adjacent community that will be potential users of the facility.

Linear Feet of Sidewalks on Maryland State Highways

County	Length Existing (Miles)	Length Needed (Miles)
Allegany	12.63	12.76
Anne Arundel	28.67	33.11
Baltimore	75.52	38.71
Calvert	3.68	1.86
Caroline	10.49	4.70
Carroll	18.55	43.00
Cecil	18.12	12.35
Charles	8.54	7.27
Dorchester	10.11	1.85
Frederick	10.10	6.57
Garrett	4.51	3.49
Harford	22.87	11.92
Howard	3.51	6.43
Kent	8.47	2.88
Montgomery	146.00	32.05
Prince George's	109.71	26.59
Queen Anne's	10.51	1.25
St. Mary's	7.68	7.33
Somerset	6.47	5.59
Talbot	5.44	4.06
Washington	19.87	6.62
Wicomico	14.68	12.61
Worcester	28.95	8.34
Total State	585.08	291.34

Source: Maryland SHA - Regional Intermodal Planning Division (RIPD)